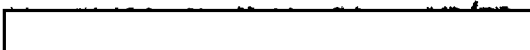


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IS - 243/83
18 September 1963
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MEMORANDUM FOR: Chief, Manufacturing and Services Division, ORR

ATTENTION : 
FROM : Chief, CIA/PID (NPIC)
SUBJECT : Chang Tu-Lhasa Road Study, Tibet
REFERENCES : (1) Requirement ORR/302/62
(2) Project No. C301/63

1. This requirement is in response to the requirement requesting:

a. The preparation of maps and text indicating the alignment and condition of the road from Chang Tu (31 10N - 97 14E) to Lhasa (29 52N - 91 06E) and any road leading to the border from this route.

b. Indicate any roads in the area which appear to be under construction or newly completed.

c. Describe any roads leading from China to India.

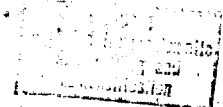
2. The following list of Missions contain most of the photography from which this study was extracted:



3. The Chang Tu-Lhasa road is a two lane, graded road with an earth surface which has probably been reinforced with broken stone. This road has been plotted on maps CIA/PID/IB-P-524/63 and CIA/PID/IB-P-525/63. There are no roads which branch from this highway toward the Chinese-Indian Border, except the highway from Chang-tu to Li-ma. A study has already been made of this highway and forwarded to your office. (Inter-office Memorandum Number IB-231/63, 12 Sept 63 ORR Requirement Number 302/62)

4. The following is a description of the Chang-tu to Lhasa Highway:

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SUBJECT: Chang Tu-Lhasa Road Study, Tibet

a. Proceeding southward from Chang-tu the road traverses river valleys over relatively level terrain to Bonda G (30 14N - 97 24E), except through the Poda Pass (30 33N - 97 20E). In the Poda Pass Area the road has many steep grades, sharp curves and switchbacks. Between Bonda G and Rau (29 29N - 96 47E) the road encounters numerous long stretches of mountainous terrain where traffic encounters sharp curves, steep grades and many switchbacks. Loads would be restricted and speeds reduced over much of this section of the highway. Between Rau and Lhasa the road generally follows river valleys and some rolling desert country with few sharp curves, steep grades and few switchbacks.

b. Bridges on the Chang-tu to Lhasa Highway were constructed to sustain heavy loads. Most bridges observed were deck-girder spans supported by concrete or masonry piers and abutments. Several long bridges are located on this road. The longest noted were at Chang-tu, again near Khata (29 51N - 93 48E) and over the Khi Chhu (River) at Lhasa.

5. The photo analyst on this project was [redacted], who may be contacted on [redacted] should you have further questions regarding this project. This project is considered to be complete.

ENCLOSURES:

2 Annotated Maps (CIA/FID/IE-P-524/63 and P-525/63)

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